From the desk of…

Michael Younes, Director of Municipal Operations
5906 Connecticut Avenue
Chevy Chase, MD 20815
Phone (301) 654-7300
Facsimile (301) 907-9721
michael.younes@montgomerycountymd.gov
www.chevychasevillagemd.gov

Memo

To: Board of Managers

From: Michael Younes, Director of Municipal Operations

CC: Shana Davis-Cook, Village Manager

Date: 6/6/2013

Re: Village Sidewalk Replacements

At the Board's May regular meeting, staff presented its slate of proposed year 3 sidewalk replacements. During that discussion, the Board directed staff to:

1. identify the number of locations where sidewalks cross existing driveways and determine if repairs or further re-engineering is required to ensure the stability of the sidewalk in these locations; and

2. identify locations where sidewalks terminate without connecting to other sidewalks and recommend which locations should/can be extended.

Below please find a summary of staff's findings and recommendations regarding the Board's questions.

1. **Locations where sidewalks cross driveways:**

   Based on my survey, I found a total of eleven (11) locations where the sidewalk crosses a driveway that have sunk lower than the grade of the sidewalk on either side of the driveway, seven (7) of which have had or currently have active construction projects on private property. The remaining four (4) locations appear to have minor settling along the borders of the sidewalk. There are a total of 161 locations where sidewalks cross driveways. All of these locations are still under warranty and the contractor will be required to repair these sections pursuant to the current construction method.

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Options to Consider:

In order to preserve the integrity and stability of the newly replaced sidewalks, the following options are offered for the Board's consideration:

a) Modify Existing Sidewalk Base Material: The current construction method requires six (6) inches of compacted CR-6 stone for the base material where replacement sidewalks cross a driveway. This construction method along with the overall sidewalk construction was designed by an outside engineering firm and was designed to withstand non-commercial traffic driving across the sidewalk and non-static loads.

   In lieu of using a CR-6 base, a concrete base of the same thickness can be substituted; this base will be stronger than the CR-6 and will support both commercial and static loads on the sidewalk. The bricks would then be installed on top of the concrete base using a sand setting bed. The Village's sidewalk contractor has stated that it would cost approximately $750 per driveway location ($120,750 total) to go back and replace the existing locations. This would entail removing the brick sidewalk and base material, pouring a concrete base and coming back a second day to reinstall the brick. This price assumes that some new bricks will be required, if damaged in the excavation phase.

   Going forward, any section of sidewalk that crosses a driveway would be replaced using a concrete base, since the original contract was not bid using a concrete base, this would be classified as a change-order and the contractor has stated the additional cost for each driveway location is $530 ($75,790 in total). It is estimated that there are 143 locations remaining where the sidewalk crosses a driveway. The per driveway location cost is substantially less due to the fact that $320 per driveway location is already factored into the current contract.

b) Replace Driveway Sections in Concrete: Instead of replacing these sidewalk sections in brick, the sections could be replaced solely with concrete. The sidewalk contractor has stated that it would cost $600 per driveway location ($96,600) to go back and replace existing locations and upcoming driveway location with concrete going forward. This cost is lowered than using solely a concrete base and brick top, due to the fact that there is less labor involved because all work can be completed during the same mobilization. Where the driveway is a consistent material (i.e., asphalt all the way to street) no change would be made.

   Going forward, any section of sidewalk that crosses a driveway would be replaced solely in concrete; the contractor has stated that this can be done for an additional $380 per driveway location ($54,340 in total). It is estimated that there are 143 remaining locations where sidewalks cross a

driveway. The per driveway location cost is substantially less due to the fact that $320 per driveway location is already factored into the current contract.

c) Do nothing: The method of replacement of sidewalks as they cross driveways is maintained. As part of the permitting process, it would be determined if the extent of the proposed work on private property could potentially damage the section of sidewalk that crosses the driveway. If so, a damage deposit would be required as part of the Village's Building Permit to cover any repair costs.

If other sections of sidewalk sections fail (outside of the two-year warranty period) as they cross a driveway, not related to construction projects, these sections would be repaired as part of the Public Works Departments' normal sidewalk maintenance operations.

2. Locations where sidewalks terminate mid-block:

a. Grove Street (between Kirkside Drive and Cedar Parkway): Currently, there is a concrete sidewalk that extends about 190 feet north of the Kirkside Drive intersection. If this section were to be extended there would be significant private hardscaping (i.e., walkways, fences and walls, etc.) and mature tree (Village and private) impacts.

b. Kirkside Drive (between Grove Street and Western Avenue): Currently there is a concrete sidewalk that extends for half of the block. This section could be extended to connect with the existing sidewalk located at Western Avenue without any major impacts to trees or privately-installed features.

c. East Lenox Street (between Nevada Avenue and Brookville Road): Staff has already recommended that this section be extended to connect with the Brookville Road sidewalk. A petition from the majority of residents on the block has already been received in support of the extension.

d. East Melrose Street (between Brookville Road and the East Melrose Circle): There is currently a concrete sidewalk located within a portion of the East Melrose Circle and south side of East Melrose Street. If these sections were to be extended to connect with the Brookville Road sidewalk there would be significant private hardscaping (i.e., walkways, fences and walls, etc.) and mature tree (Village and private) impacts.

e. Summerfield Road: There are currently sections of brick and concrete sidewalk located on both sides of Summerfield Road beginning at Oxford Street and extending half way along both sides of the block. It would be possible to extend the sidewalk on the odd side of the street without significant impacts. The even side of the street would be greatly impacted by extending the sidewalk. A few residents have voiced their concerns and have stated that they would prefer that the existing sidewalks were instead removed along their side of the street. It is worth noting that if extended, the sidewalks would dead-end at Western Avenue where there are no sidewalks.

f. Primrose Street (between Brookville Road and Oxford Street): There is currently a concrete sidewalk that runs from Brookville Road to a point approximately half the distance toward Oxford Street along both sides of the street. It would be possible to extend the sidewalk on the even side of the street without significant impacts. Mature trees on the odd side of the street would be negatively impacted by extending the sidewalk.

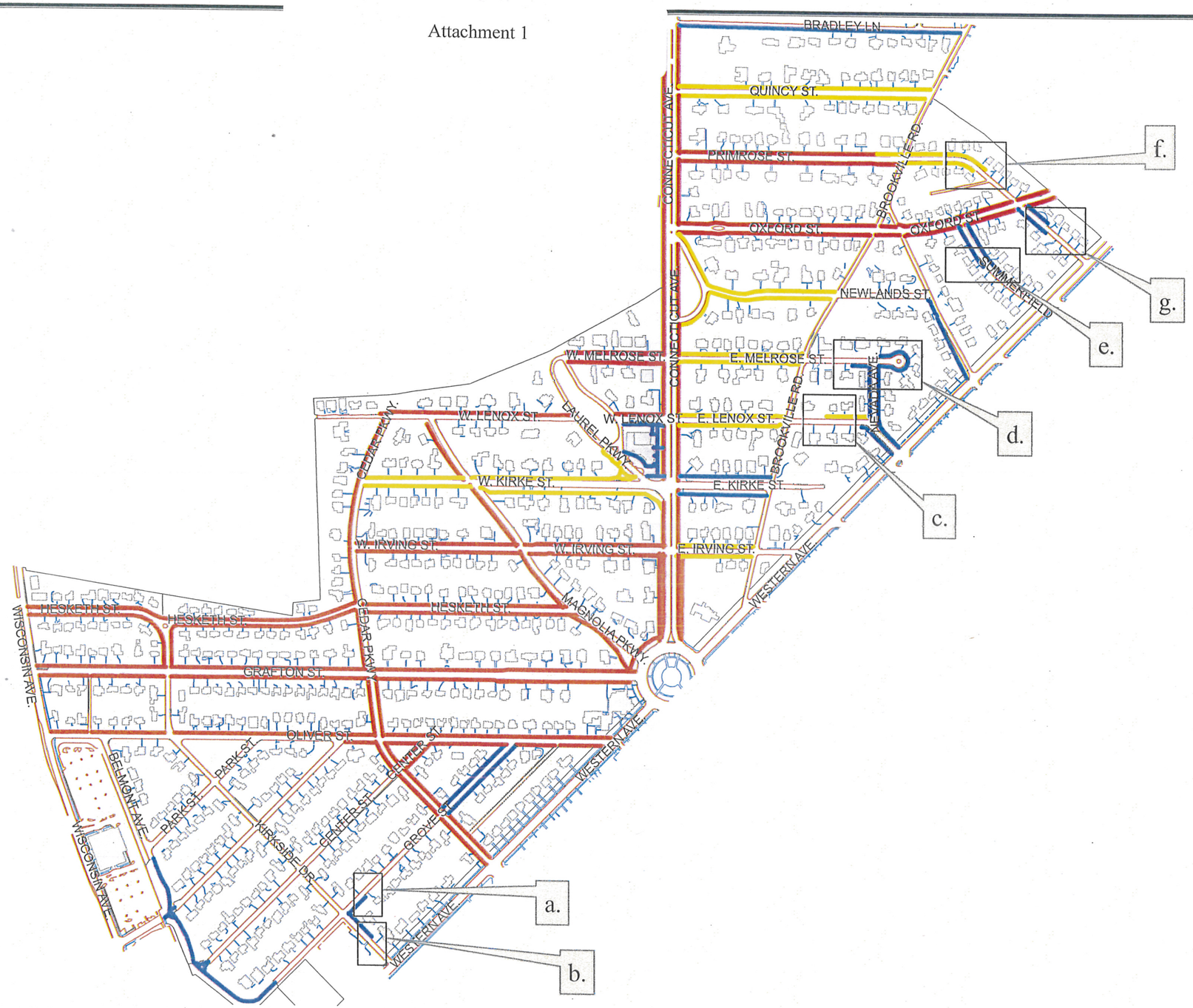
g. Primrose Street (between Oxford Street and Western Avenue): Currently, there is a concrete sidewalk that runs from Oxford Street to a point approximately half the distance toward Western Avenue along both sides of Primrose Street. If these sections were to be extended there would be significant private landscaping and mature tree (Village and private) impacts. It is worth noting that if extended the sidewalks would dead-end at Western Avenue where there are no sidewalks.

Attachments

1) Map of Locations where Sidewalks Terminate mid-block

2) Village Sidewalk Replacements – Proposed Year 3 Schedule Memo dated May 9, 2013

Attachment 1



Legend

Proposed Year 3 Replacements

Completed (by CCV or SHA)

Remaining Sidewalks

Village Sidewalks that Terminate Mid-Block

0 250 500 1,000 1,500 Feet

Complied by: M. Younes 6/6/2013

Source: Chevy Chase Village

(Att. 1)